

THE MAY MAGAZINES.

"LIPPINCOTT'S." The May number of Lippincott's has the following table of contents:— Anthony Trollope's new story, "Sir Harry Hotspur of Humblethwaite," Part I; "May," a poem, by George N. Sears; "The Echo of Appomattox Across the Atlantic," by Justin McCarthy; "The Virginia Toriiat" (illustrated), by Edward A. Pollard; "Nathaniel Hawthorne," by Henry T. Tuckerman; "How I Found my Fate," by Mrs. W. A. Thompson; "The Cross in Legend, Poetry, and Art," by Mrs. Mary A. Lloyd; "Eccentricity as a Pursuit," by Walter E. McCann; "The Coming Woman," by Miss Mary P. Wells; "The Vicar of Bullhampton," concluded (illustrated), by Anthony Trollope; "Guesses and Queries," Part I, by N. S. Dodge; "Ethra-monia," a tale, by Louise S. Dorr; "Mary," a poem, by Rose Terry; "Widow Bedott in Philadelphia," "Our Monthly Gossip," "Literature of the Day."

From Justin McCarthy's article entitled "The Echo of Appomattox Across the Atlantic," we take the following:— Statesmen are men who learn by experience. A priori politicians are quacks. The difference between a Bismark and a Metetrich is that the former studies results, and the latter maintains theories. If ever any man started in the business of statesmanship with a disbelief in the fundamental theory of popular government, Bismark did: he utterly distrusted and despised it. But when he began to see that it had results worth studying, he studied them and it; and he was as willing to be convinced by evidence as a judge or a naturalist. The American was impressed Bismark profoundly. He studied it as a savant might study the working of some new combination in chemistry. Count Cavour on his deathbed several times impatiently groaned out, "How I wish some one could tell me now that this American civil war will bring forth!" The great, true statesman longed to learn the lesson which he well foresaw must come of such a struggle. He died too soon. Bismark, the only living statesman on the European continent worthy to be named in comparison with Cavour, had the advantage of learning the lesson. When the American war began he was a believer in the oligarchic principle of government and legislation: when it ended he was a believer in universal suffrage. On the principle of universal suffrage he founded the North-German Confederation, throwing over contemptuously the complicated, cumbersome system which prevailed in Prussia—a system which perhaps may be roughly described as one which applies to the choice of every parliamentary representative something like the political mechanism by which the President of the United States is elected. Bismark himself publicly declared his conviction that popular representation as exemplified in the United States was the only sure and permanent foundation on which the governing system of a great people could rest. It was a remarkable and significant thing that Bismark, who had so long been regarded by Englishmen as a living symbol of the most dogged and uncompromising Toryism, should come to receive, as he did, the public and cordial thanks of the English Reform League (then the most radical organization in England, composed of men who regarded John Bright as slow and conservative) for his practical and complete recognition of the fundamental principle of free government. I presume we may take Bismark's own word for it that he has learned his great lesson in the art of government from the teachings of the American war. The echo of Appomattox rolled along the Rhine, the Elbe, the Spree, and the Danube.

We quote these paragraphs from Mr. Tuckerman's paper on Nathaniel Hawthorne:— There is one remarkable passage in these note-books which tells the whole story of Hawthorne's authorship, and tells it from his inmost heart: there is a great lesson to be there learned, and a singular pathos and power involved therein. On one of his visits to the home of his childhood, just as prosperity began faintly to dawn upon his long and sequestered life-work, local associations, always strong in their appeal to his nature, seem to have inspired him to unwonted self-revelation; and he thus recorded his baffled zeal and self-reliant loyalty, so unconsciously indicative of rare natural gifts and an intensely reflective character:—"Salem, Oct. 4, 1840—Union Street Family Mansion. If ever I should have a biographer, he ought to mention this chamber in my memoirs. Here I sit in my old accustomed chair, where I used to sit in days gone by. Here I have written many tales—many that have been burned to ashes, many that doubtless deserved the same fate. This claims to be a haunted chamber, for thousands upon thousands of visions have appeared to me in it; and some few of them have become visible to the world because so much of my lonely youth was wasted here, and here my mind and character were formed; and here I have been glad and hopeful, and here I have been despondent; and here I sat a long, long time waiting for the world to know me, and sometimes wondering why it did not know me sooner, or whether it would ever know me at all—at least till I was in my grave. And sometimes it seemed as if I were already in the grave, with only life enough to be chilled and be numbed. But often I was happy—at least as happy as I then knew how to be or was aware of the possibility of being. By and by the world found me out in my lonely chamber, and called me out; not, indeed, with a roar of acclamation, but rather with a still, small voice; and forth I went, and found nothing in the world I thought preferable to my old solitude till now. And now I begin to understand why I was imprisoned so many years in this lonely chamber, and why I could never break through the viewless bolts and bars; for if I had sooner made my escape into the world, I should have grown hard and rough, and been covered with earthly dust, and my heart might have become callous by rude encounters with the multitude. But living in solitude till the fulness of time was come, I still kept the dew of my youth and the freshness of my heart. I used to think I could imagine all passion, all feeling, all states of the heart and mind; but how little did I know! We are not content about us, but the thinnest substance of a dream till the heart is troubled; that touch creates us; then we begin to be; therefore we are beings of reality and inheritors of eternity."

This last conviction lies at the basis of all genuine productiveness in art—verbal, plastic, and pictorial—and fidelity therein is a test of the integrity of genius. De Quincey has well defined the two great divisions of literature—that of power and that of knowledge; the former, being in its essence creative, implies an absolute inward experience of the

condition and inspiration of original and genuine work; all earnest natures recognize the law and are not lured into factitious labor or ingenious imitation as a substitute for what must be born of personal emotion and inventive consciousness. These were traits which made Charlotte Brontë's few novels memorable; and her biographer tells us that "she thought every serious delineation of life ought to be the product of personal experience and observation—experience naturally occurring, and observation of a normal kind." "I have not accumulated since I published 'Shirley,' she said. "What makes it needful for me to speak again? and till I do so, may God give me grace to be dumb." There are special temptations for an American author to evade this ethical condition—the demands of the immediate are so pertinacious, while vanity and gain conspire to compromise both fame and family. It is a rare discipline that Hawthorne that he was so true to himself in this regard.

The Music of Macbeth. The Macbeth music which the play-bills always ascribe to Matthew Locke is without doubt of very respectable antiquity. If it be really the work of that composer, it must date from 1672, when Sir William Davenant produced his adaptation of Macbeth with "machines for the witches, dancing, and singing," at the theatre in Dorset Garden. Dr. Kimbault's edition of North's "Memoirs of Music" expresses the opinion, however, that the music of Macbeth now popularly known as Locke's, is the composition of Richard Leveridge, and was performed for the first time on the 25th of January, 1704; Locke's music, composed in the reign of Charles II, is entirely different. Yet even if this assertion be correct—and it is not confirmed by any account of a production of Macbeth in 1704 to be found in the elaborate "History of the Stage," in ten volumes, compiled by the Rev. Mr. Geneste from the collection of playbills in the British Museum—music that has endured from the early years of Queen Anne's reign may be fairly complimented on its longevity. Leveridge was the composer of the words and music of "The Rost of Beef of England," and the music to the song of "To you who live at home at ease," and Gay's ballad of "Black-eyed Susan."

He was, moreover, a bass singer at the theatre in Lincoln's Inn Fields, and when more than sixty years of age still thought so highly of his vocal powers that he offered, for a wager of a hundred guineas, to sing a bass song with any man in England. If he indeed composed new music for Macbeth, he yet, it seems clear, availed himself of the words Davenant had arranged for Locke, which were borrowed for the most part from a manuscript copy of Middleton's *Witch*. Davenant's mangled version of the spoken portions of Macbeth kept possession of the stage until 1714, when the tragedy was produced for Gertrude, from the text of Shakespeare—the music, whether Locke's or Leveridge's, being still retained, however. Indeed, the play has never but once been produced without its musical excellence. This was some twenty years ago, under Mr. Phelps' excellent management at Sadler's Wells, when fidelity to Shakespeare amounted to a passion; the play was presented in its integrity, even to the restoration of "Lady Macduff" and her son, and literal compliance with the stage direction, "Enter 'Macduff' with Macbeth's head on a pole"—the incident being found rather trying to the gravity of the spectators—not a note of music being heard throughout the performance from first to last. Nor did it seem that the omission occasioned much regret to the audience. Still, Mr. Phelps' laudable example was not followed by other managers, and stands alone in the stage-history of the play. When Mr. Charles Keane came to revive Macbeth after the ornate and elaborate fashion which distinguished his productions of Shakespeare at the Princess Theatre, he was faithful to the old music, to the singing witches, soloists, and choros, and Locke or Leveridge enjoyed his own again.

This somewhat servile fidelity to stage tradition is certainly curious enough, for it is not, of course, pretended that the Macbeth accompaniments are now held in much estimation by musical amateurs, or, especially Shakespearean, valuably descriptive or suggestive, or of any particular aid to the representation of the tragedy. The interpolated words of the songs are in many instances the merest nonsense, and the tunes, if of a catching and popular kind, still are seriously interruptive of the due progress of the events of the play. It may reasonably be held now that the composer's "improvements" have become exhausted by the prolonged duration of his tenure, and that he may forthwith be ejected from his occupancy. It is really time for "Macbeth" to run alone, and to speak for himself, unnumbered by the music of the time of Charles II or of Queen Anne.

PATENTS.

OFFICES FOR PROCURING Patents in the United States and Foreign Countries, AND MARBLE BUILDINGS, SEVENTH STREET, ABOVE F, (Opposite U. S. Patent Office.)

H. HOWSON, Solicitor of Patents. O. HOWSON, Attorney at Law. Communications to be addressed to the Principals of Office, Philadelphia.

UNITED STATES PATENT OFFICE, WASHINGTON, D. C., April 11, 1870.

On the petition of SAOY D. BOYES, of Philadelphia, Administrator of the Estate of SAOY D. BOYES, deceased, praying for the extension of a patent granted to SAOY D. BOYES, on the 21st day of July, 1866, for an improvement in Folding Dies for Sewing Machines, it is ordered that the testimony in the case be taken on the 21st day of June, next, that the time for filing arguments and the Examiner's report be limited to the 1st day of July, next, and that said petition be heard on the 8th day of July, next.

Any person may oppose this extension. FISHER, Commissioner of Patents.

STATE RIGHTS FOR SALE.—STATE Rights of a valuable invention just patented, and for the sale of the same, are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and is introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT.

MUNDY & TELLEMAN.

NOTICE TO CONTRACTORS. The Western Maryland Railroad Company having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the road from Pipe Creek Bridge to Hagerstown, and will receive proposals until the 1st of May for all the unfinished grading and bridging on the uncompleted section, the work on which has been suspended for a year.

Payments made in cash for all work done. The work on the (Graduation, Masonry, and Superstructure of Bridges will amount to about \$300,000. For all information as to the present condition of the work to be done, apply to

W. BOLLMAN, President, No. 24 N. HOLLAND STREET.

ONE DOLLAR GOODS FOR 95 CENTS. (In lots) DIA OR'S, No. 2 & EIGHTH Street.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canada.

SPECIAL ARRANGEMENT. Of Passenger Trains, April 18, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, returning, leaving Reading at 6:30 P. M. arriving in Philadelphia at 9:25 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinesboro, Tanawago, Sny, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, and Harrisburg.

At 8:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.

PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAGERSTOWN with Northern Central, Columbia Valley and Susquehanna River trains for Northumberland, Williamsport, York, Chambersburg, Pinesgrove, etc.

EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., and the 4:15 P. M. Stage Line for YORK.

Leaves Pottsville at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:50 P. M., arriving at Pottsville at 7:15 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 8 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:25 A. M.

Returning, leaves Philadelphia at 6:15 P. M., arriving at Pottsville at 8:40 P. M., and at Reading at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and at 11 A. M., and at 1:30 P. M., arriving at Philadelphia at 11 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Accommodation from Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:45 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations, returning at 4:15 P. M. Connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia at 6:15 A. M., and at 8 A. M., returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points, leaving Philadelphia at 7:30 A. M., and at 11 A. M., and at 1:30 P. M., arriving at Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.

Passengers for Schuylkill take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia, returning from Schuylkill at 8:05 A. M., 12:45 noon, and 5:15 P. M.

Perkinsville Valley connect with trains at Collegeville and Schuylkill.

COLEBROOK DALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 11:40 A. M. and 11:40 P. M.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing through the Erie Canal, and arriving at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6:30 A. M., and at 12 noon, and at 4:30 P. M., and 9:45 P. M., arriving at New York 12:00 noon and 6:35 P. M. Sleeping cars accompany these trains through Jersey City and Newark.

All train from New York leave Harrisburg at 8:10 A. M. and 2:00 P. M. All train for Harrisburg leave New York at 12 M. and 12 P. M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and at 4:30 P. M., and at 9:30 P. M. Arrives in Philadelphia at 8:30 A. M., 1:40, and 4:40 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 6 A. M. for Pinesgrove and Harrisburg, and at 12 noon for Pinesgrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M., and at 11:30 A. M., and from Tremont at 7:30 A. M. and 5:05 P. M.

TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and for morning accommodation, at the Depot, Reading and Pottsville Accommodation Trains, at reduced rates.

Excursion Tickets from Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottsville Accommodation Trains, at reduced rates.

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RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET DEPOT. At 6:30 A. M. for Camden and Amboy Accom. 6:30 A. M. M. via Camden and Jersey City. 8:00 A. M. P. M. via Camden and Amboy Express. 9:00 A. M. P. M. for Amboy and intermediate stations. At 6:30 and 8 A. M. and 2 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and Point Beach, returning, leaving Long Branch at 6:30 P. M. and 10 A. M. and 2 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4, 5, 6, 7, and 11:30 P. M. for Philadelphia, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 2, 3:30, 4, 5, 6, 7, and 11:30 P. M. for Philadelphia, Florence, Burlington, Beverly, and Delanco.

At 7:30 A. M., 9:30 A. M., and 5 P. M. for Trenton and Bristol. At 7:30 A. M., 9:30 A. M., and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:30 A. M., and 2:30, 5, and 6 P. M. for Schuylkill, Pottsville, and Reading. At 7:30 and 10:30 A. M., 2:30, 5, and 6 P. M. for Cornwall, Torresdale, Holmesburg, Tacony, Wisconsin, Wrightsboro, and Frankford, and at 9:30 P. M. for High Street stations.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway. New York Express at 1:30, 4:30, and 12 P. M. New York Express at 1:30, 4:30, and 12 P. M. New York Express at 1:30, 4:30, and 12 P. M.

At 11:30 P. M., Emigrant Line. Fare, 12 P. M. At 7:30, and 11 A. M., 1:30, 4:30, and 9:30 P. M. for Trenton.

At 7:30, and 11 A. M., 4:30, and 12 P. M. for Bristol and Tullytown.

At 12 P. M. (Night), for Morrisville, Tullytown, Schuylkill, Reading, Cornwall, Torresdale, Frankford, Tacony, Wisconsin, Bridgeton, and Frankford.

The 9:30 A. M., 6:45, and 12 P. M. Lines will run daily. All other Sundays excepted.

BEVERLY DELAWARE RAILROAD LINE. FROM KENNESBETH DEPOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, New York, Chicago, Rochester, Blainmont, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 9:30 P. M. for Scranton, Stroudsburg, New York, Buffalo, Niagara Falls, etc.

At 11:30 P. M. from Philadelphia Depot and 5 P. M. from Kennesbeth Depot, for Lambertville and intermediate stations.

PERMBERTON AND HIGHTSTOWN RAILROADS. MARKET STREET DEPOT (UPPER SIDE). At 7 and 10 A. M., 1:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Merchantville, Moorestown, Hartford, Massonville, Hainesport, and Mount Holly.

At 7 A. M., 9:15, and 6:30 P. M. for Lambert and Medford.

At 10 A. M. for Lewistown, Wrightstown, Cookstown, New York, and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornersville, Cream Ridge, and New York.

WILLIAM H. BAKER, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD. On and after THURSDAY, April 21, 1870.

On and after THURSDAY, April 21, 1870. 9:00 A. M. Philadelphia Accommodation, 10:30 A. M., 1:00 and 6:00 P. M. East Line and Express, 11:30 A. M., 1:30 P. M. Germantown Accommodation, 4:30 P. M. Lancaster Accommodation, 4:40 P. M. Parkersburg Train, 5:30 P. M. Cincinnati Express, 5:40 P. M. Erie Mail and Pottsville Express, 9:45 P. M. Accommodation, 12:11 A. M. Pacific Express, 12:11 A. M. Erie Mail Express, 12:11 A. M. Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pacific Express, 12:11 A. M. All other trains daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market Street.

TRAINS ARRIVE AT DEPOT, VIZ.: Cincinnati Express, 9:00 A. M. Philadelphia Express, 10:30 A. M. Erie Mail Express, 11:30 A. M. Parkersburg Train, 5:30 P. M. Lancaster Accommodation, 4:40 P. M. Pacific Express, 12:11 A. M. Erie Mail Express, 12:11 A. M. Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pacific Express, 12:11 A. M. All other trains daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market Street.

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